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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INTELLOFAX 4

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 22 August 1957

SUBJECT Road Bridge over the Oder at Kustrin

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1. Location:

On Reichsstrasse (National highway) 1 between Kuestrin-Neustadt and Kuestrin-Altstadt.

2. Type of bridge:

Road bridge.

3. Type of structure:

See Annex.

a. Piers:

The reinforced piers of the three openings on the Polish-occupied side of the river were built according to designs made by Prof. Tischinger (see cross section a/a on attached sketch). The supporting beams are reinforced by 16 pieces of round iron 60 mm in diameter and by 4 split loops 12 to 14 mm in diameter. The three openings on the western side of the river retained the old massive piers.

b. Bridge bays:

The little-damaged parabolic girders of the three eastern openings were dismantled by the Poles and used for the construction of the bridge over the Warthe River in Kuestrin. These three openings are now bridged by ferro-concrete continuous girders. The first opening on the western side of the river is spanned by type "RW" military bridge equipment (a through-bridge with the floor system supported at the lower chord; distance between main girders is 9 meters. The two other spans on this side were reconstructed with old material and reinforced by steel plates. The second span had to have a 30-centimeter shock-absorbing plate projecting into the first span one third of its length.

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c. Roadway:

The floor system of the three eastern bridge bays consists of a 30-centimeter ferro-concrete layer, reinforced crosswise, each panel being strengthened by four steel plates laid at right angles to the bridge center line. Originally, the wearing floor was to consist of a 4-centimeter concrete layer, but instead of it a 10-centimeter layer of gravel was chosen. The floor system of the three western bridge bays consists of supporting beams 16 cm square, the wearing floor being formed by 8-cm planks.

d. Quality of the concrete used:

According to the statistical calculations, B.300 was used for the entire ferro-concrete superstructure of the bridge. However, tests made with 325 kg. of cement revealed a strength of only B.480. The 60-mm rod iron which had come from the hangers at Stralsund airfield (N 55/E 44) was butt-welded at the bridge site and hot-bent.

4. Status of bridge:

The former steel truss bridge was damaged during the war. In 1947 the engineering Construction Staff of the SMA planned the construction of a new bridge on the original site. This plan was realized in 1948/49, and the finished bridge was opened to traffic in late 1949.

Contracted firms:

a. Steel constructions: Beuchelt & Co., Bernburg (M 52/D 76) Anhalt.

b. Concrete work:

Hagemann & Guckes, Berlin

The bridge approaches do not offer any difficulties.

5. Technical data:

a. Five piers, two abutments; length from abutment to abutment: 255 meters,

Six spans of 42.5 meters each. Height above water level, from 20 to 10 meters.

Roadway: Six meters, two sidewalks, $1\frac{1}{2}$ meters each.

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6. Load capacity:

Sixty tons, no speed limit, two-way traffic.

7. Security measures:

A major Soviet guard detail on the western side is in charge of border and customs police functions; a corresponding Polish guard detail is on the eastern side.

8. Supplementary data:

a. The nearest road bridge is in Frankfurt/Oder (O 53/V 63), about 25 km south of Kuestrin. A railroad bridge is close by in Kuestrin.

b. Mean depth of water: 8 to 10 meters; at high water: 12 to 15 m.

c. Width of river: At mean water: 120 meters, at high water: 200 to 250 meters.

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Comment:

The road bridge near Kuestrin is of extraordinary importance for Soviet E-W road traffic. It is crossed by:

a. Reichsstrasse 1 (Berlin-Kuestrin-Deutsch Krone-Dirschau - Koenigsberg)

b. Reichsstrasse 114 (Kuestrin-Posen-Warschau)

The Soviet interest in the bridge becomes evident in the fact that they directed its reconstruction without letting the Poles share in this work.

The Roth-Waagner type military bridge equipment now used for the first span will probably eventually be replaced by a permanent super-structure.

Page 4: Road Bridge across the Oder River near Kuestrin(1 sketch on ditto).

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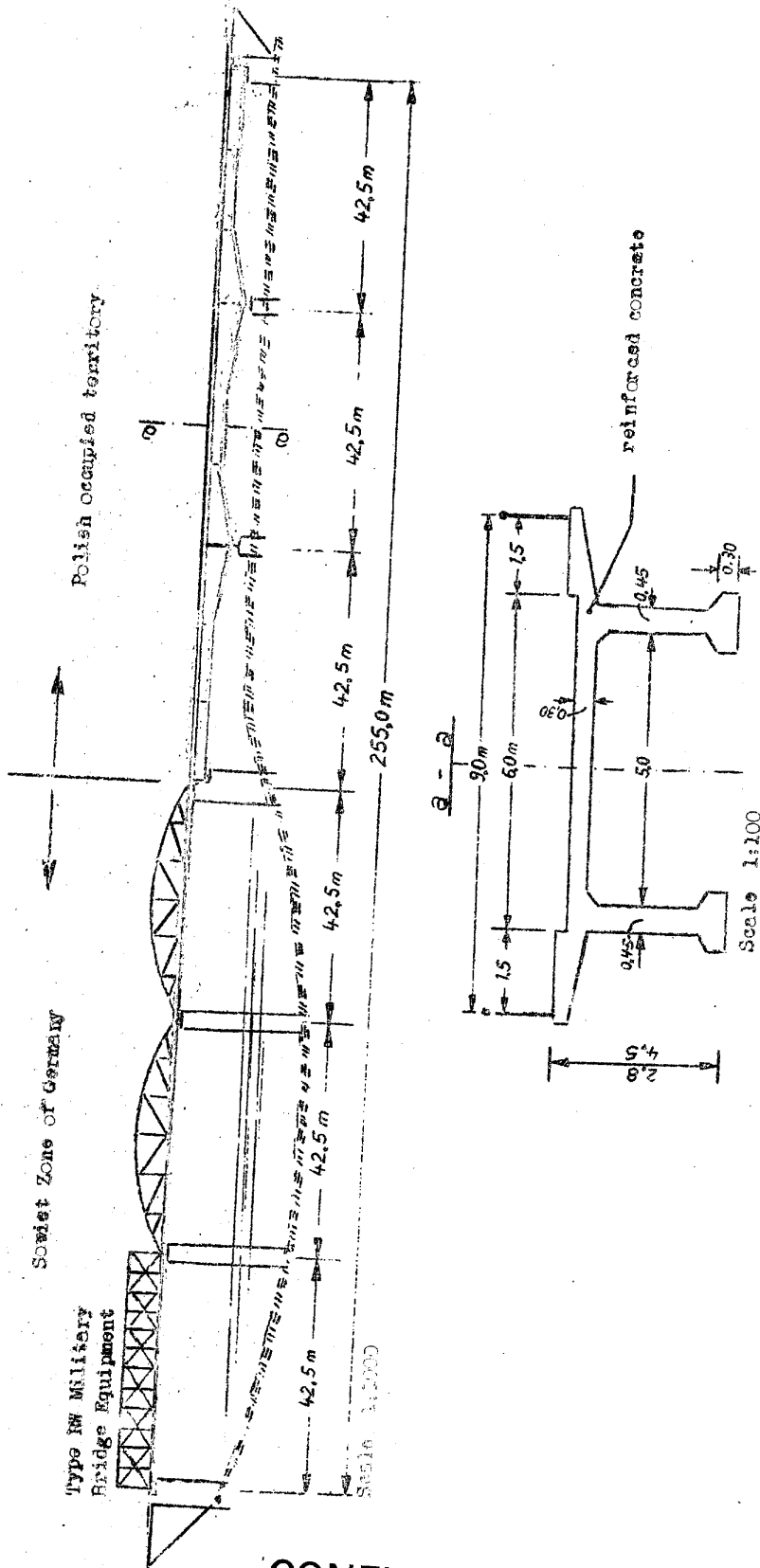
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Road Bridge across the Oder River
near Kuestrin



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